



Executive Committee Recommendations for a Preferred Alternative

November 21, 2001

This memorandum summarizes the recommendations of the I-405 Program Executive Committee for a preferred I-405 corridor alternative. These recommendations were developed by the committee in response to the I-405 Draft EIS results and public comments during October – November 2001. Executive Committee members also reviewed the recommendations from both the Steering and Citizen Committees at a meeting held on November 16, 2001.

The recommendations are divided into the following sections:

- ♦ **Summary of Recommendations** - concise review of the committee recommendations and areas where general consensus was reached followed by committee recommendations on outstanding issues/elements.
- ♦ **Tabular summary of recommendations and comments** - committee voting summary and clarifying comments.

PREFERRED ALTERNATIVE RECOMMENDATION

Alternative #3 is recommended by **consensus** as the preferred alternative for the I-405 Corridor Program EIS. (Subject to amendments/modifications described below)

PREFERRED ALTERNATIVE CONSENSUS ELEMENTS

Element numbers correspond with descriptions listed in the I-405 Decision Making Guide mailed to members.

Members recommend (by **consensus**) the inclusion of the following elements in the preferred alternative.

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| #1- TDM Package | #15- Improve Connecting Freeway Capacity to I-405 |
| #2- Transit Expansion | #16- Implement planned arterial improvements |
| #4- Arterial HOV Priority | #17- Expand Capacity on North-South Arterials |
| #5- HOV lanes on I-405 with Direct Access Ramps | #18- Upgrade Connecting Arterial Connections to I-405 |
| #6- Add Park and Ride Capacity to Match Demand | #19- Corridor Pedestrian and Bicycle Improvements |
| #7- Add Transit Center Capacity to Match Demand | #20- Corridor Intelligent Transportation System Improvements |
| #8 - Basic I-405 Improvements | #21- Corridor Freight Enhancements |
| #12- Add Collector Distributor lanes on I-405 where needed | |
| #14- SR 167 / 405 Interchange improvements | |

Committee members made some suggestions relating to specific projects contained within these consensus elements. The project team will consider these suggestions during the evaluation of the preferred alternative in the Final EIS.

COMMITTEE RECOMMENDATIONS ON REMAINING PREFERRED ALTERNATIVE ISSUES/ELEMENTS

Transportation Demand Management (TDM)

- Recommend: "Support use-based pricing in region as part of regional strategy." (*Region should examine feasibility as part of separate study*)

Transit

- Bus Rapid Transit is the preferred strategy for north – south travel in the corridor. (Recommendation by **consensus**)
- Continue study of fixed guideway (HCT) in the central core area in concert with Translake and Sound Transit Phase 2 studies. (Recommendation by **consensus**)

Roadway:

- **I-405 Expansion**

Add up to two mainline lanes in each direction to I-405. Include additional auxiliary, truck climbing and collector distributor lanes to improve operational efficiencies as needed.

- **SR 167 Expansion**

Add up to two mainline lanes in each direction to SR 167. Include additional auxiliary, truck climbing and collector distributor lanes as needed. Subject to resolving environmental requirements and terminal points.

- **3rd Lane South of I-90**

Do not include a 3rd lane south of I-90 in the preferred alternative.

(Recommendation by **consensus**) Members felt the issue of residual congestion in the south end can be resolved through further consideration of auxiliary, truck climbing and collector distributor lanes called for in the I-405 roadway expansion recommendation.

Non-Motorized:

- **Bike and Pedestrian ‘Long Trails’**

Include corridor pedestrian and bicycle facilities (Element #19) in the preferred alternative. (Recommendation by **consensus**)

Other Issues:

- **Burlington-Northern Santa Fe Railroad Right-of-Way**

Do not include preservation of the BNSF right-of-way for future transportation opportunities in the preferred alternative. (Recommendation by **consensus**)

However, a letter will be sent to responsible agencies stating the interest of the Executive Committee in preserving future transportation opportunities within the BNSF right-of-way.

- **Managed Lanes**

Manage up to two lanes each direction on I-405. This action is subject to conditions and further study.

Do not including tolls as a management tool in the preferred alternative.

(Recommendation by **consensus**) Members felt the elements contained in the regional pricing (TDM) package addressed this issue.